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1. The long-awaited military assumption of control over Czechoslovak railroads had not materialized as of 16 February 1953. It is believed, however, to be inevitable unless the discipline of railway personnel improves. Under the new plan, thirteen generals are to be assigned to the Ministry of Transportation, and all rail personnel are to be placed under military discipline.
2. During February 1953 all railroad stations in the Czech system are submitting suggestions for the Summer 1953 timetable.
3. It is reported that railway personnel are increasingly dissatisfied with increased work norms, restrictions on personnel and the curtailment of traditional employees' privileges such as free family tickets, coal rations and the like. It is believed that even the few remaining perquisites would have been dropped had not the chief of the Slovakian railway directorate in Bratislava declared at a meeting of executives in Prague that the rail system would be brought to a standstill if the last privileges were revoked.
4. At the end of January 1953 an express train was derailed in the vicinity of Ceska Trebova with a cost of 60 dead and many injured. It is believed that the cause was the high speed which is prescribed by the Soviet method of operation. The Russian system, practicable along stretches where there are not frequent stops, does not work successfully in Czechoslovakia. Following the accident, the old Czech system was reinstated.

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